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Mr. Charles D. Snelling, Chairman
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, D.C. 20001

Dear Mr. Snelling:

I am writing to clarify for you the Fairfax County Board of Supervisors' position regarding a proposed modification to the alignment of the Dulles Corridor Metrorail Project (DCMP) through Dulles International Airport, and to provide you with the County's position of the cost of the Phase 2 extension.

With regard to the alignment modification, the County understands that the Airports Authority Board of Directors requested staff to examine alternative alignments to the FEIS Baseline through the airport. This assessment included three tunnel alternatives and one aerial alignment at the North Garage. It is our understanding based on information provided to the County in September 2010 that the cost of the Baseline tunnel alignment is approximately \$3.83 billion and the cost of the aerial alignment at the North Garage is \$640 million less or approximately \$3.19 billion. We have also been told that the cost of two tunnel alternatives to the baseline cost less than the baseline but more than the aerial alignment, and that the alignment under the main terminal is more costly than the baseline alternative. This is all the information Fairfax County has been provided despite assurances that County representatives would be allowed to participate in all MWAA Board and Dulles Committee public and executive meetings on the alignment alternatives.

With regard to the information at hand, the cost estimates for the Baseline tunnel alternative exceed the Phase 2 planning estimate of \$2.5 billion by more than \$1.3 billion or a 50% cost increase; the aerial alignment is almost \$700 million or 28% more expensive than the planning estimate. Neither of these costs sit well with Fairfax County, and when coupled with the recent information about actual costs exceeding budget for station finishes on Phase 1, the County is further concerned about the accuracy of the cost estimate for Phase 2.

Based on the information available, there could be a severe impact on the residents of Fairfax County. The impact of the differences in the cost estimates between the planning estimate and your preliminary engineering estimate ranges from \$0.7 billion to \$1.3 billion. The cost to Fairfax County is 16.1% of the cost differential versus 4.1% for the Airports Authority - - Fairfax County's liability is four times greater than that of the Airports Authority. This translates into an additional burden to the County of between \$104 million to \$209 million. If the cost of borrowing is figured into the equation, then the cost is even higher.

Aside from the impact on the County's share of the cost of Phase 2, there is a more severe impact to Dulles Toll Road users. The Dulles Toll Road is expected to finance 75% of Phase 2 costs, or a cost of \$2.4 billion to \$2.9

billion. This is about \$0.5 to \$1.0 billion more than previously estimated by the Airports Authority planning estimate. Since about 70% of the Dulles Toll Road users are Fairfax County residents, this would be another significant financial impact to County residents. Airports Authority documents indicate an average fee on the Toll Road of about \$7.00 in 2040 based on the planning estimate. With these new estimates of Phase 2 costs, the Airports Authority must provide Fairfax County with further analysis of toll rates, which have no other way than to go than up, before the County will consider any Phase 2 alternative.

In reality, Fairfax County and the Airports Authority had to make many cost savings adjustments in Phase 1 to reduce costs and meet the Federal Transit Administration's 'cost effectiveness' criterion. These reductions included the elimination of dual escalators in most stations, reduction in the width of pedestrian bridges from 23 feet to 16 feet, reduction of the FEIS tunnel by more than one-quarter mile, and the complete abandonment of a tunnel option throughout Tysons Corner. Passengers in Tysons Corners and at all other stations in the Metro system face the challenges imposed by weather and other conditions on a daily basis, and the County believes that airport passengers and employees are no different than Fairfax County residents or residents in any other part of the Washington metropolitan area when it comes to using transit.

Therefore, Fairfax County cannot and will not absorb the expense of any alternative other than the one that has the least impact on the Phase 2 budget and Fairfax County's share of the costs. If the Airports Authority Board favors an alignment that is more costly than the aerial alignment, then the Airports Authority should fund the differential without impacting Fairfax County or tolls on the Dulles Toll Road. The County, in previous correspondence with the Airports Authority, stressed the need to conduct a comprehensive Value Engineering program, to initiate an independent cost estimate, and to employ a competitive bidding process for Phase 2. We have been told that most of this will occur in Final Design which is out of sequence with the timeframe for making a decision on Phase 2. In addition to receiving a financing plan for Phase 2, the County expects the results of Value Engineering and an independent cost estimate to be documented and included with the final 100% Preliminary Engineering cost estimate for Phase 2.

Fairfax County believes that completion of Phase 2 through western Fairfax County, Dulles International Airport and Loudoun County is a critical transportation need in the Dulles Corridor. The County expects the Airports Authority will continue to provide the courage and leadership to select and recommend an alternative alignment in Dulles International Airport that is within the financial capacity of its funding partners while meeting the needs of those who will use the Metrorail extension for commuting, travel to the airport, and for other travel needs.

Sincerely,

Sharon Bulova
Chairman

cc: The Honorable Scott York, Loudoun County
Ms. Lynn Hampton, President and CEO, MWAA
Mr. Richard Sarles, WMATA General Manager
Fairfax County Board of Supervisors
Anthony H. Griffin, County Executive